

## SALT RATES ADJUSTED

Short Line and O. R. & N. Get Together.

## UTAH NOW HAS A CHANCE

EXCITING RACE BETWEEN TWO PASSENGER TRAINS.

For Miles a Great Northern and Northern Pacific Car Ran Side by Side—Passengers Convinced With Each Other—Accident on the Santa Fe—Louisville Gateway Open—Other Railway News—Notes and Personals.

Manager J. W. Heywood of the Inland Crystal Salt Company was wearing a contented look yesterday, due to the fact that the Oregon Short Line and the Oregon Railroad & Navigation Company have gotten together on freight rates, which have once more placed Utah on a comparatively equal basis with California in supplying salt in western Oregon. A Washington Short Line after the reorganization of the O. R. & N. Co. from the Union Pacific, in 1894, salt rates were advanced from Utah salt producing points to all points on the O. R. & N. company's road, this side of the Snake river, and shortly after that advance rates from the coast were reduced, thus practically driving the Utah article out of the greater part of that territory. The differences between the Union Pacific and O. R. & N. were not adjusted up to the time of the reorganization of the Short Line from the Union Pacific, but as a result of a conference some weeks ago between Traffic Manager S. W. Eccles of the Short Line and Manager R. Campbell of the O. R. & N., salt rates were patched up, together with other rates that had been the bone of contention.

The carrying rate from San Francisco to Portland varies, according to competition, from 50c per ton to \$1 per ton on salt, and the basis for settlement of rates is that Utah shall pay \$1 per ton more than the rate from Portland to the same point on the O. R. & N. system. This puts a little differential against Utah goods, amounting in some instances to as much as \$1.50 per ton, and in others to but 50c per ton. On the whole, the adjustment is considered by the local salt people as satisfactory. Their contention has been right along that their geographical position entitles them to all of the trade between here and Spokane, Wash., and St. Paul, a considerable distance. The trucks of the two lines are parallel, on the same right of way. To one not familiar with the conditions it would seem as if the trucks were of the same system—a double-track line.

## WAS A WILD RIDE.

Race Between a Northern Pacific and Great Northern Train.

During the trip eastward of the officials of the Oregon Short Line, they were treated to a novelty in the shape of a race between two trains, the Northern Pacific and the Great Northern, between Red Cloud and St. Paul, a considerable distance. The trucks of the two lines are parallel, on the same right of way. To one not familiar with the conditions it would seem as if the trucks were of the same system—a double-track line.

The train on the Great Northern, to which was attached the car of the Oregon Short Line, was on time, while the other was late. When it came in sight behind, it was noticed that it was doing some running. The engineer on the Oregon Short Line noted the approach of the rival road's caravan and opened his throttle. Just as the two trains were side by side, a whistle blew. This was answered by an angry whistle from the approaching engine, and then the contest between the two began.

The train in the rear had an engine with a driver just a trifle larger than the one in front, and as a result crawled up slowly, until both engines were abreast. Then began a race in good earnest. The firemen showed coal for all their backs were worth, while the passengers opened the windows and conversed with each other while riding side by side. So even was the race that an eloping couple on the Great Northern were married by a traveling minister on the Northern Pacific train, a certificate filled out and signed and handed to the bride without having to change position from one window to the other.

Harry Tooker tells the story of this novel wedding. He said as the train pulled alongside the one in which they were seated a fellow in the front car, a man with a white choker in the car opposite and asked: "Are you a minister?" "Yes, sir," was the answer. "Well, the lady and myself here want to get married. Do you, John Smith, take Mary Jones," etc. Same with the lady. "Then by the authority in me vested, I pronounce you man and wife." This done, from the front car, a card produced a certificate filled out and passed it over, received his \$10 fee, and said "God bless you," as he leaned with \$10 fees.

All this time the trains were running back and forth. One man sold a farm in Dakota during the conversation which ensued, and a stock dealer disposed of 1,000 head of fat steers to a man on the Oregon Short Line. Then the Great Northern began to forge ahead a bit. By and by she was a train length ahead. Then she gained half a mile and then had to stop for a station. The Northern Pacific train had to stop at the same station, and when she got away again the Great Northern had the lead. But the other fellow crawled up slowly and soon they were neck and neck. It was the prettiest race ever seen, and the speed recorded by the indicator varied between 65 and 75 miles an hour.

## ANOTHER GATEWAY OPEN.

Louisville Will Open Doors to Northern Pacific Traffic.

Louisville, Ky., Nov. 30.—On next Sunday the Louisville gateway to the south, which has been practically closed against Northern Pacific for the past ten years, will be reopened. On that day the Louisville & Nashville will put a fast freight train to leave for Chicago at 8:10 p. m. The train will be a gold vestibule similar to those running between New York and Southern Florida on the Atlantic Coast Line & Plant system. The time from Chicago to Jacksonville, Fla., will be 33 hours, which breaks the record.

## WRECK ON THE SANTA FE.

Three Men Killed and Much Property Destroyed.

Flagstaff, Ariz., Nov. 30.—Word comes of a bad wreck on the Santa Fe railroad near Williams, in which three men lost their lives and much valuable property was destroyed. After the first section of freight train No. 33 had pulled out of Williams the air that controls the Westinghouse brakes gave out and the train dashed down the steep grade with rapidly increasing velocity. The hand brakes were unavailing to check the speed, and when a point about ten miles west was reached the train left the track. Two engines were coupled to the train, which was a very heavy one.

Royal makes the food pure, wholesome and delicious.



Engineers Newton and Watson and Fireman Berry were pinned under their respective engines and lost their lives. It is said, by being burned to death.

## New Tunnel Completed.

The improvement on the Pittsburg division of the Baltimore & Ohio railroad, 22 miles west of Cumberland at Falls Cut, will be completed today and trains will begin running over it within ten days thereafter. Falls Cut is a cutting through a spur of the mountain and is about 60 feet in depth and has continually given trouble by rock sliding down on the track. It has had to be braced with heavy timbers every few feet for its entire length, some 200 feet, and requiring constant care and watchfulness, was, therefore, very expensive to keep up.

In order to eliminate this cut it was necessary to build one mile of new roadway which involved the construction of a double track tunnel 530 feet in length and three bridges. By this change the road was straightened considerably, taking out some sharp curves and introducing curves of a longer radii. The improvement is on what is known as the eastern slope of the Alleghenies and the grade is about 84 feet to the mile. The tunnel and bridges were constructed with the view of double tracking the entire Pittsburg division some time in the future.

## Safety Equipment.

Washington, Nov. 30.—P. M. Arthur, chief of the Brotherhood of Locomotive Engineers, F. P. Sargent, chief of

the Brotherhood of Locomotive Firemen, P. H. Morrissey, chief of the Brotherhood of Railway Trainmen, E. E. Clark, chief of the Order of Railway Conductors, and W. V. Powell, chief of the Order of Railway Telegraphers, are in the city to represent the railway employees at the hearing tomorrow by the inter-state commerce commission, on the petition of a number of railroads of the country for an extension of the time within which to equip their locomotives and cars with safety appliances.

## Reductions to Kootenai.

Spokane, Wash., Nov. 30.—General Freight and Passenger Agent Robert Irving of the Kaslo and Skeena railroad has returned to Kaslo from the conference of traffic managers at St. Paul. He announced the following reduction in freight rates on Kootenai, B. C. ores: To Everett, Great Falls and Helena, from \$1.10 per ton to \$1.00 per ton; to Chicago, from \$1.25 to \$1.15 per ton. In addition to this a differential is made for ore shipped in sacks. For example, ore shipped in bulk to Pueblo will be \$1.50, but sacked it will be \$1.25.

## For Klondike Travel.

Chicago, Nov. 30.—A through Pullman tourist car line from Chicago to Portland has been arranged in anticipation of heavy travel to the Klondike gold region, which railway people expect will begin by the middle of January.

## Pacific Coast Company.

Seattle, Wash., Nov. 30.—At midnight tonight the Oregon Improvement company passed out of existence and the reorganization under the new name of Pacific Coast company succeeded in fact. J. Smith, who was receiver of the old company, is manager of the new.

## Notes and Personals.

W. C. Ross, manager of the Wyoming Mercantile company's business at Rock Springs, is in the city.

General Traffic Manager Eccles, of the Short Line, has gone westward for a few days on business connected with the road.

George W. Heintz, of the passenger department of the Rio Grande Western, is in Butte, ostensibly on a pleasure trip, but really to look after the business of the road with which he is connected.

The Milwaukee and Burlington general agents at this point have moved their offices into the building occupied by the Short Line, where they will be found in the future. Both offices are handsomely furnished and are elegant in their appointments. It looks as if both roads were here to do business and accommodate their patrons as much as possible.

Hewlett Bros.' Three Crown flavoring extracts are made direct from the fruit.

## PRE-WEDDING

Marriage of Miss Elizabeth Sinclair and Mr. W. M. Gray.

## FATHER KILEY OFFICIATED

BRIDE AND GROOM LEAVE FOR ST. ANTHONY, IDAHO.

Entertainment Given by Star of the West Lodge Last Evening—Latter Day Saints College Ball—Entertainment in the Twenty-First Ward—Social Notes.

One of the prettiest home weddings of the season was that of Miss Elizabeth Sinclair.

The L. D. S. college ball at Christensen's on Friday evening will be the next social event of note.

Star of the West lodge No. 3, D. of H. A. O. U. W. gave an entertainment last night at the lodge rooms on Market street. The attendance was large and the evening proved a very enjoyable one.

One programme in detail was: Organ solo, Professor A. Van Buren. Song, "Hot Time in the Old Town," Nate Lewis.

Mock marriage, Jeremiah Long, Samantha Short. Reading, "Young America," Solo, "The Prodigal Son," Mr. Foster.

Recitation, "Charge of the Light Brigade," Miss Maggie Mulvey.

Fancy dance, "Gypsy Girl," Trio.

Indian club exercises and high kicking.

D. of H. closing ode.

Athletic performance.

This evening, Mrs. Sheple and Mrs. Cambridge will entertain the Card club.

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## BLEW HIS HEAD OFF

George A. Clark Meets With a Horrible Accident.

## WAS GOING OUT HUNTING

GUN DISCHARGED WHILE PUTTING IT IN THE BUGGY.

Was the Manager of the Jockey Club Livery Stables on Market Street, Where the Accident Occurred—Leaves a Family—Carried a Large Amount of Life Insurance.

A horrible accident occurred early yesterday morning in the Jockey Club livery stables, on Market street, which resulted in the death of George A. Clark, manager of the stables. The cause of his death was a loaded shot gun which was accidentally discharged, Mr. Clark receiving the whole load of shot in the head. The facts of the case are as follows: Mr. Clark had made arrangements to go duck hunting yesterday morning with a friend, Mr. Clark went hunting a great deal and it was his habit to go to the stable where he would have a buggy hitched up and make the start from the stable.

He reached the stable about 6 o'clock yesterday morning and ordered his horse harnessed. The buggy, a single one, was left alone and he went out with his hunting effects in the rig. After he had placed everything in the buggy he picked up his shot gun, and, walking around to the back of the buggy, he proceeded to push the gun under the seat.

Every day since the arrest of Charles Gray, alias Larry, alias Shannon, who was caught in the act of burglarizing the house of Mr. John R. Gray, there has been some mysterious clearing up concerning the burglaries in the city. Yesterday it was found that two more places had been burglarized by him. F. W. Merrill, of 65 E. 1st street, appeared at the police station and identified a small child's ring with a ruby, which had been stolen from his place the night it was burglarized, on Nov. 3.

Mrs. Adolph Richter was another who went to the station to look over the list of unclaimed articles that had been recovered since the arrest of Gray. She identified as the one that had been stolen from her house on Oct. 25. The car rings

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